

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5555

晚七十二月七年三十三緒光

WEDNESDAY, SEPTEMBER 4, 1907.

三拜禮

號四月九英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 14,550,000

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. THE LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.
" 6 " 4 " " "
" 3 " 3 " " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$1,250,000
ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADEWELL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and
accepts Fixed Deposits at the following rates—
For 12 months 4 1/2 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "

No. 9, Queen's Road Central,

Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,

Manager.
Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

BRANCHES:—Singapore, Penang, Shanghai;
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Paseroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Kobe, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspondents
in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4 1/2% per annum.
" 6 " 4% " "
" 3 " 3% " "

J. L. VAN HOUTEN,

Agent.
Hongkong, 8th June, 1907. [25]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS:—
Sterling \$11,750,000
Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq. E. Shellin, Esq.
A. Goetz, Esq. R. Shewan, Esq.
A. Haug, Esq. H. A. W. Slade, Esq.
C. R. Lehmann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND LOMBARD
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.
Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [2]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 1/2 per cent.
" 6 " 4 " " "
" 3 " 3 " " "

"JOHN ARMSTRONG,

Manager.
Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1823.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund Fl. 2,112,570.36 (£176,048).

Head Office—AMSTERDAM.
Sub-Office—THE HAGUE.
Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang,
Indramajoe, Bandoeeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan,
Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bombay,
Madras, Colombo, Karachi, Djeddah,
Bangkok, Saigon, Shanghai, &c.

BANKERS:
London—The Williams Deacons Bank, Ltd.
Swiss Bankverein.
Paris—Comptoir National d'Escompte de Paris.
Berlin—Deutsche Bank.
Brussels—Banque de Paris et des Pays Bas.
Vienna—Union Bank.
Rome—Banca Commerciale Italiana.

THE BANK buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2 1/2 % per
annum on the daily balances.

On Fixed Deposits: 12 months 4 1/2 % per annum.
" 6 " 4 " " "
" 3 " 3 " " "

J. BOETJE,

Manager.
16, Des Vaux Road Central.
[19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.
(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.
Hongkong, 31st July, 1907. [707]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI DELTA About 5th Sept. Freight or Passage.
Capt. C. L. Daniel.

SHANGHAI, MOJI, KOBE & PERA About 6th Sept. Freight only.
Capt. W. W. Cooke, R.N.R.

LONDON, &c., via usual Ports (MARMORA) 7th Sept. See Special Advertisement.
Capt. G. H. C. Weston, R.N.R.

LONDON and ANTWERP About 11th Sept. Freight and Passage.
Capt. G. W. Babot, R.N.R.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th September, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED.

NEW STOCK OF

"WALK OVER" BOOTS

IN

BLACK AND BROWN,

\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO. [65]

BASS & CO'S PALE ALE 'HORSEHEAD' BRAND.

\$18.00 per Cask 4 Dozen Quarts.

\$20.00 " " 8 " Pints.

\$24.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 9th August, 1907. [138]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

SPECIAL EXCURSION TO MACAO.

On SUNDAY, the 8th September,

THE Company's Steamship

"HONAM"

will depart from DOUGLAS WHARF at 9 A.M.
Returning from Macao at 5 P.M. to the COMPANY'S WHARF.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " " on the following day 5.00

" Single " 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

The S.S. "SUI-AN" and "SUI-TAI" will not run on Sunday next.

W. E. CLARKE,

Secretary.
Hongkong, 4th September, 1907. [70]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]

THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS, 4, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF
LADIES' HATS, TOQUES & BLOUSES
DIRECT FROM PARIS.

PRICES VERY MODERATE. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [545]

Hotels.

THE CONNAUGHT HOTEL.

THE BEST 60-ROOM HOTEL IN HONGKONG

SITUATED ON QUEEN'S ROAD IN THE CENTRE OF THE SHOPPING DISTRICT.

LIGHT, COOL, DOUBLE AND SINGLE ROOMS FACING "THE PEAK."

Hot and Cold Water Baths throughout.

SPECIAL ATTENTION GIVEN TO DINNER PARTIES.

CUISINE UNEXCELLED.

RATES: \$4. to \$10 HONGKONG CURRENCY. [709]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [26]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).

SHAMEN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,

Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,

Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TAMM TERRACE, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [19]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....2,363 tons.....Captain H. D. Jones.
 "POWAN,".....2,338 "....." H. J. Black.
 "FATSHAN,".....2,260 "....." C. V. Lloyd.
 "KINSHAN,".....1,995 "....." B. Branch.
 "HEUNGSHAN,".....1,998 "....." R. D. Thomas.
 Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.
 These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....1,651 tons.....Captain W. A. Valentine.
 "SUI-TAI,".....1,651 "....." G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....219 tons.....Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....388 tons.....Captain J. Wilcox.
 "NANNING,".....569 "....." Mackinnon.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 16th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Sundays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).
 These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG, WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
 SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
 These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
 A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.
 For further information apply to—
 BUTTERFIELD & SWIRE,
 AGENTS.
 WEST RIVER BRITISH S.S. COMPANIES.
 Hongkong, 9th August, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAPAN	First half Sept.	JAPAN	First half Sept.
TJILATJAP	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILWONG	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st floor,
 Hongkong, 27th August, 1907.

Dentistry.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 10th June, 1904.

DR. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Snodt, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "GOEBEN" About TUESDAY,
 and YOKOHAMA Capt. E. Welheim 10th Sept, 1907.

NAPLES, GENOA, GIBRALTAR, } "PRINZ EITEL FRIEDRICH" } WEDNESDAY,
 SOUTHAMPTON, ANTWERP } Capt. E. Malchow Noon, 11th Sept., 1907.
 and HAMBURG

MANILA, NEW GUINEA, BRIS- } "PRINZ SIGISMUND" THURSDAY,
 BANE, SYDNEY and MEL- } Capt. D. Lent Noon, 12th Sept., 1907.
 BOURNE

YOKOHAMA and KOBE "PRINZ WALDEMAR" About THURSDAY,
 Capt. W. v. Senden the 18th Oct., 1907.

For further Particulars, apply to

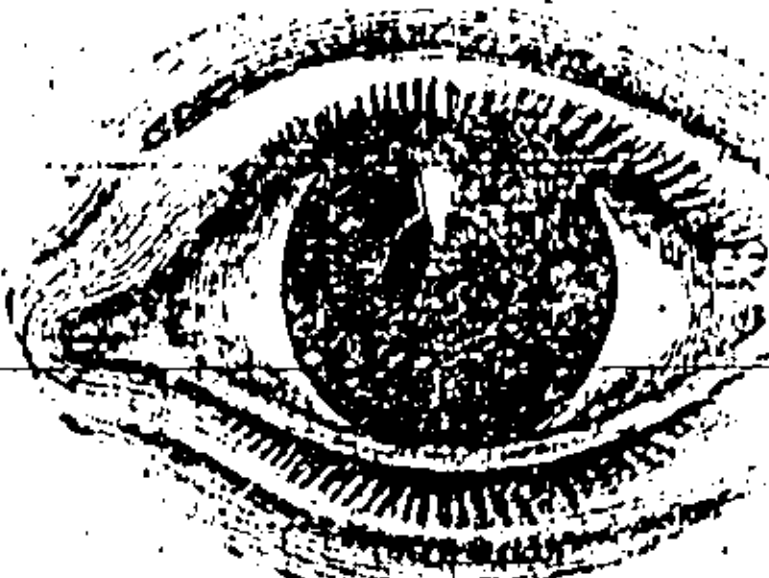
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd September, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL that your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.
 Telegraphic Address:
 "CHEF" HONGKONG,
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.
 O. E. OWEN,
 Proprietor,
 1708

JUDGE WILFREY AND THE AMERICAN BAR.

LAWYER CURTIS FINED.

In the United States Court for China on 26th ult., Judge L. R. Wilfrey delivered judgment in the contempt of court proceedings against G. F. Curtis and H. A. C. Emery. The judgment was as follows:
 Respondent H. A. C. Emery is here charged with contempt of court in this, that he disregarded and disobeyed an order of this Court directing him to appear before it and give an account of his administration of his father's estate, of which he was executor.

Respondent George F. Curtis is here charged with contempt of court in this, that after having knowledge of the rule of the Court relating to the admission of attorneys to its Bar, and after failing and refusing to comply with the requirements of said rule though given an opportunity so to do, he, in violation of said rule, appeared in Court as counsel for respondent Emery in the matter of the settlement of his father's estate.

The record in this case discloses the following facts: On the twenty-fourth day of July, 1907, this Court issued a citation to respondent H. A. C. Emery, a resident of Chefoo, directing him to appear before this Court on Monday, the twelfth day of August, 1907, for the purpose of producing all of the documents and other evidence requisite for showing and proving his acts as executor of the will of his father, David A. Emery, and for the purpose of showing the assets and liabilities of said estate, and for giving such other information as might be necessary for completely reporting his administration of said estate. The citation was served by Consul-General Fowler upon said Emery in due course, whereupon said Emery came to Shanghai, arriving here on the afternoon of August twelfth. On August sixteenth respondent Curtis undertook to appear in this Court for said Emery and the Court refused to hear him because he was not a member of the Bar of the Court, never having complied with the rule of the Court relating to the admission of attorneys to the Bar. On the twenty-first day of August the Court issued a citation to said Emery, which, after showing that he had been cited to appear before the Court on the twelfth day of August and having failed and neglected to appear in accordance with the citation and having failed to furnish the Court with any good reason for so doing, directed him to appear on the following day, August twenty-second, to show cause, if any he had, why he should not be punished for contempt.

The record also shows that respondent George F. Curtis appeared in Court on August twenty-first, and again undertook to represent M. Emery. On August twenty-second, respondent Emery appeared in Court and gave his testimony in response to the above mentioned citation, at the conclusion of which the Court directed the Clerk to issue a citation to respondent Curtis requiring him to appear on the following morning at ten o'clock to show cause why he should not be punished for contempt of court by reason of his having attempted to appear in Court in the capacity of an attorney in violation of the rule and order of Court relating to the admission of lawyers to its Bar. Respondent Curtis, who was in Court, immediately rose and stated that he had been present in Court and heard respondent Emery's testimony and that he was ready to appear and explain his conduct in connection with the case, and waived service of citation. He was then sworn and made a full statement in regard to his conduct in this matter.

The evidence of Mr. Emery shows that on the third day after his arrival in Shanghai he employed Mr. Curtis to represent him as counsel in the matter of making a full settlement of his father's estate. He testified that he did not know that Mr. Curtis was not a member of the Bar of this Court although he had been apprised of the fact that Mr. Curtis had had some trouble with the Court. He testified further, that Mr. Curtis did not inform him of the action of the Court in refusing to let him appear as counsel and that he did not see an account of the same in the Shanghai daily newspaper. He stated further that he had no knowledge of this fact until he was cited to appear to show cause why he should not be punished for contempt five days thereafter.

Mr. Curtis testified that he informed Mr. Emery at the outset that he was not a member of the Bar, and that he also informed him of the fact that the Court refused to permit him to appear in his behalf immediately after the event happened. He stated in one part of his testimony that he appeared for the purpose of aiding Mr. Emery in every way he could in the matter as attorney in fact (See record pp. 7 & 9), and in another part of his testimony he stated that it was his purpose to use this opportunity to test the legality of rule of Court relating to the admission of lawyers to its Bar. On this point he testified as follows: As I understand the rule of court, I could not test the rule of this Court until my right to appear as counsel for Mr. Emery unless there was some overruling of my right to be here. (See record, p. 9). This is conclusive on the proposition that Mr. Curtis intended to appear in behalf of Mr. Emery as attorney at law and not as attorney in fact. He then went on to show that Mr. Emery had been a very ill man since he had been in Shanghai, and for this reason he had not appeared in Court to obey the citation. On the other hand Mr. Emery gave the Court to understand that the reason he did not obey the citation was that he thought he was represented in Court by an attorney.

After a careful examination of all the evidence in this case, the Court is unable to accept as true the whole of the testimony of either of these gentlemen. In the first place, it is altogether improbable that Mr. Emery would have permitted Mr. Curtis to appear in his behalf as counsel if he had known positively that Mr. Curtis was not a member of the Bar of the Court, and had realized that by so doing he would thereby violate a rule of the Court. It is also highly improbable that Mr. Emery, who had come here mainly for the purpose of making a full settlement of his father's estate was not apprised of the fact that his counsel was refused permission to appear in his behalf until five days after the event occurred. While Mr. Emery did not present himself in Court or to the American Consulate, he was nevertheless in the City of Shanghai from the sixteenth to the twenty-first day of August and was not confined to his room on account of illness during that time. He was seen in public places by the Court.

(Continued on page 3.)

For Sale.

LEE YEE
 HAIR DRESSING SALOON.
 HAS ALWAYS ON HAND
 CIGARS, CIGARETTES
 AND
 TOILET REQUISITES
 FOR SALE.
 12, D'AGUIAR STREET,
 HONGKONG.
 Hongkong, 3rd September, 1907.

HUMBER
CYCLES.THE BEST IN THE
WORLD.

Cycles Makers

ROYAL WARRANTS

H.M. KING EDWARD VII.

AND
H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR,
 GEAR CASES AND DUNLOP TYRES.
 From \$120 to \$150 each.
 GUARANTEE FOR 3 YEARS.
 WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'AGUIAR STREET and KOWLOON.
 Hongkong, 10th July, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
 LTD., have now 40,000 Cubic feet of
 COLD STORAGE available at FAST POINT.
 Stores will be open at 10 A.M. and 4 P.M.
 daily, Sunday excepted, to receive and deliver
 perishable goods.
 WM. PARLANE,
 Manager.

Hongkong, 22nd June, 1907.

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at
 PRAVA EAST, near EAST POINT.
 Apply to—
 JARDINE, MATHESON & CO.,
 Hongkong, 22nd June, 1907.

TO LET.

A HOUSE IN KNUTSFORD TERRACE,
 KOWLOON.
 Apply to—
 THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LTD.
 Hongkong, 1st September, 1907.

TO LET.

LARGE and PLEASANT GODOWNS
 Nos. 9, 11, 13, 15, 17, and 19, PRAVA EAST,
 formerly in the occupation of the Admiralty.
 Apply to—
 THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LTD.
 Hongkong, 1st September, 1907.

TO LET.

HATHERLEIGH, Conduit Road.
 No. 1, HIPON TERRACE, Bonham
 Road.
 OFFICES IN KING'S BUILDING, and
 YORK BUILDING.
 GODOWNS ON PRAVA EAST.
 A HOUSE IN CLIFTON GARDENS, Con-
 duet Road.
 FLATS IN MORETON TERRACE.

Apply to—
 THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LTD.
 Hongkong, 1st September, 1907.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD
 CENTRAL.
 No. 38, CAINE ROAD.
 AUCTION ROOMS, No. 3, ZETLAND
 STREET.
 GREENCROFT, GARDEN ROAD, Kow-
 loon, Rdecorated, Electric Light, Tennis
 Court.

No. 1 & 2, FAIRVIEW, ROBINSON ROAD,
 Kowloon.
 Apply to—
 LEIGH & ORANGE,
 1, Des Vaux Road,
 Hongkong, 13th August, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE,
 Kowloon.
 HOUSE No. 5, ROSE TERRACE, Kow-
 loon, from 1st August next.

Apply to—
 COMPRADORE,
 Harbottle & Co.
 Hongkong, 24th July, 1907.

TO BE LET.

AS from the 1st August next, No. 5 MON-
 RISON HILL.
 Apply to—
 Messrs. JARDINE, MATHESON &
 CO., LTD.
 Hongkong, 29th June, 1907.

Intimation.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Fashions - of To-day.

EVERYTHING FOR LADIES' WEAR.

COOLEST SHOW-ROOMS IN THE EAST.

COMPLETE OUTFITS FOR CHILDREN'S WEAR.

WM. POWELL, LTD., HONGKONG.

Hongkong, 31st August 1907.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED: ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HÔTE at separate tables.
For Terms, &c., apply to the—
MANAGER
Hongkong, 31st December, 1907. [27]

Notice of Firm

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRTON, V. APCAR & Co., in the place and stead of Messrs. POZARIO & Co.

O Gerente da Agencia
Do BANCO NACIONAL ULTRAMARINO,
JOAQUIM L. C. GOMES. [746]
Dated 21st August, 1907.

For Sale.

IRISH TERRIERS.

FOUR PUPS (male). Thorough-bred, 6 weeks old. For sale. Prices moderate. Apply to—
C. A.,
C/o Hongkong Telegraph. [739]
Hongkong, 30th August, 1907.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1907. [54]

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all sizes.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1907. [53]

Consignees.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medea* and *Godown*, from Havre ex s.s. *Godown*, and from Bordeaux ex s.s. *Godown*, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 9th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 9th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd September, 1907. [51]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"GREGORY APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. (if the 5th instant) will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 31st September, 1907. [798]

Consignees.

THE NORTH CHINA LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP "WYNERIC,"
FROM SEATTLE AND MANILA.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 20th August, 1907. [512]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 1st Sept. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 29th August, 1907. [5]

HAMBURG-AMERIKA LINE.

THE H. A. L. Steamship

"RIENANIA,"

Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 29th August, 1907. [787]

"BEN" LINE OF STEAMERS.**NOTICE TO CONSIGNEES.**

S.S. "BENVENUE,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd September, 1907. [796]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 2nd September, 1907. [5]

JUDGE WILFLEY AND THE AMERICAN BAR.

[Continued from page 2.]

In view of the foregoing facts, the action of Mr. Emery in not appearing before the Court between the sixteenth and twenty-first of August is reprehensible, and the action of Mr. Curtis in undertaking to represent Mr. Emery in violation of the rule of Court was highly reprehensible. The law of some jurisdictions as Mr. Curtis has been guilty of herein makes such conduct a criminal offence punishable by fine or imprisonment, and the law of all jurisdictions makes such conduct contempt of Court. Mr. Emery's reasons for not appearing in response to the citation are not satisfactory to the Court; nor does the explanation which Mr. Curtis has given of his conduct convince the Court that he was acting in good faith. Furthermore, during the proceedings, the attitude of Mr. Curtis towards the Court has been argumentative, defiant and discourteous, as has been his attitude towards the Court privately and publicly since his return to Shanghai. The Court is not convinced that Mr. Curtis meant to test the Court's rule relating to admission of attorneys to the Bar in Mr. Emery's case, because both on the sixteenth and twenty-first of August he endeavored to file a petition and to make a speech in Court on the subject of the wisdom and legality of the rule of Court relating to the admission of attorneys to the Bar. On both of these occasions Mr. Curtis was informed by the Court that if he would file a petition with the Court it would receive due consideration. Prior to this time Mr. Curtis had served notice on the Court privately of his intention to test the rule of the Court by mandamus proceedings in the United States Circuit Court of Appeals of the Ninth Circuit. The records of the court also show that Mr. Curtis was in Court on the tenth of June last when an examination was held under the rule; that he did not comply with the rule but after hearing the questions and answers in open Court, arose and asked for an examination to which the Court replied that the examination was concluded, but that if Mr. Curtis would file his application and certificates of character in compliance with the rule they would receive careful consideration. (See Minutes of the Clerk, June 10th, 1907.)

In view of the foregoing, the Court is forced to conclude that the action of respondent Emery in not appearing in response to the above mentioned citation evidences a disregard, neglect and disobedience of an order of the Court amounting to contemptuous conduct.

The conduct of respondent Curtis in accepting employment as counsel and undertaking to appear in Court as such without having complied with the rule of the Court, his disrespectful and defiant attitude in Court during the proceedings, and his general attitude towards the Court, both in private and in public since his return to Shanghai in May of this year, convince the Court beyond a doubt that he meant to proceed in utter disregard of and disobedience to the rule of Court, and that his conduct in this matter was intended to be and was in fact contemptuous.

The Court therefore finds H. A. C. Emery, and George F. Curtis guilty of contempt of Court, and sentences the former to pay a fine of Twenty Dollars, U.S. Currency, and the latter to pay a fine of Forty Dollars, U.S. Currency, and all the costs of these proceedings; and in the event of their failure to pay said fines within twenty-four hours, the Marshal is hereby directed to confine the former for a period of five days and the latter for a period of ten days in the jail of the American Consulate at Shanghai.

Mr. Andrews said he appeared for Mr. Curtis, and on his behalf wished to note an exception to his Honour's decision, in so far as it concerned Mr. Curtis, and Counsel wished to give notice of appeal to the United States Circuit Court.

His Honour said the appeal would be noted, but the Court Marshall would see that the judgment was carried out meantime.

Mr. Andrews—We will of course be perfectly willing to pay the fine, but it will be paid under protest.

Mr. Curtis paid the fine in Court, under protest.

FURTHER PROCEEDINGS.

His Honour then announced that a citation would be issued to-day to Mr. Lorin Andrews for an investigation of his professional conduct in the appeal case of S. R. Price in the United States Court Ninth District, now pending; and the Court would issue a citation to the said Lorin Andrews requiring him to explain his said conduct or to show cause why he should not be punished by this Court for unprofessional conduct, involving moral turpitude. This citation would be headed down by the Court itself this morning at 10 o'clock.

Mr. Andrews said he presumed the Court would file specific charges against him.

His Honour—Yes. You will know exactly what the Court charges you with, and the Court will give you ample time. It is not in the nature of contempt proceedings; it is an investigation of your professional conduct and it is not in the nature of contempt at all. The petition, if unexplained, charges you with unprofessional conduct involving moral turpitude.

Mr. Curtis said that his time had recently been taken up in the charges of contempt of Court against him. He fully expected to have the charge filed against him in order that he might defend the same. He had been unable to proceed with his appeal in the Cunningham v. Rodgers case and therefore he wished to ask for an extension of time in which to prepare his appeal.

In reply to his Honour Mr. Curtis said he would like about another two weeks.

His Honour said the court may not be sitting two weeks from date, but Mr. Curtis would be allowed time in which to proceed with his appeal in the case.

Mr. Andrews said he had understood time would be allowed Mr. Curtis in which to make further explanation, and he had prepared and

filed the following affidavit which he wished to form part of the record:—

G. F. Curtis being duly sworn deposes and says:—That he is an Attorney and Counsellor-at-law, a member of the Bar of the Supreme Court of the United States and of all the Courts on record of the state of New York; and that his name is duly enrolled as a member of the said Courts in the office of the Secretary of the State of New York; That he is also a member of the United States Consular Court at Shanghai, China; And by virtue of being a member of said Courts, and by virtue of Section 5 of the Act of June 30th 1906 creating this Act, claims to be a member of the Bar of this honourable Court; That on the 22nd day of August 1907 deponent was seated in the Court room of this Court during its session when one Henry Emery was being examined by this Court as to certain private matters; That at the conclusion of said examination the Judge of this Court stated that a citation would issue for contempt of Court against this deponent, who at that time and throughout the session of said Court was sitting quietly in said Court room and not making any attempt to address the Court or take part in the proceedings; That upon the Judge making that statement deponent came forward and said he was ready to answer to any charge made against him and to give him any explanation the Court might wish to hear, and for the account of the subsequent proceedings deponent refers to the report of the official stenographer made of the proceedings of said session and makes the same a part of this affidavit; That at the conclusion of said proceedings the Court stated that a citation would be issued against deponent, that thereafter and in the afternoon of the said 22nd day of August 1907 deponent called at the Court room of this Court and interviewed the clerk, one F. E. Hinckley, and requested a copy of the citation or the charge against deponent and was informed by said Hinckley that no citation or charges had been filed, and that deponent had better see the Judge at the Astor House. Deponent sent his card to the Judge's room and received word that the Judge was out; but no citation or charges had been served upon deponent up to the time of the signing of this affidavit; and deponent is unaware of the exact nature of said charges wherein a contempt of Court is alleged. That deponent has practiced law for the last seventeen years, and is utterly unaware of having committed any contempt of Court whatsoever.

The Court then adjourned until August 27.

Auctions.**PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 5th September, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A QUANTITY OF VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—

A very handsome DRAWING ROOM SUITE, BLACK WOOD CABINETS, DESKS, PICTURE FRAMES, &c., &c.; BRASS BEDSTEADS, BRASS FENDERS, FIRE IRONS and FIRE DOGS, TEAK WOOD BUREAUX, CHEST-OF-DRAWERS, WARDROBES, SIDEBOARDS, &c. with BEVELLED MIRRORS; MARBLE TOP WASHSTAND, &c. One very fine PIANO by Collard & Collard, CHENILLE CURTAINS, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd September, 1907. [797]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY and SATURDAY,

the 6th and 7th September, 1907, commencing each day at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A LARGE ASSORTMENT OF

JAPANESE CURIOS,

Comprising:—

CARVED BRASS BOWLS, VASES, INCENSE BURNERS, JAPANESE TEMPLE TORIJE, OLD BRONZE VASES, GONGS, IVORY CARVINGS, GOLD and SILVER CLOISONNE WARE, IMARI and MAKUDZO VASES, SILK EMBROIDERED SCREENS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 31st August, 1907. [791]

PUBLIC AUCTION.

THE Undersigned have received instructions from H. M.'s Naval Store Officer, to sell by

PUBLIC AUCTION,

on

THURSDAY,

the 12th September, 1907, commencing at 11 a.m., at the Naval Yard,

The following:—

Single Screw Steam Tug

"SOLENT,"

Length over all 100 ft.

Breadth 17 ft.

Load displacement 150 tons.

Build by Cox & Co., Falkland, 1885.

Propelling Machinery—one set of surface condensing compound engines.

Fitted with steam capstan and winch, crane derrick and steam training engines.

3 bladed gun-metal propeller, &c., &c.

This vessel to be sold as she now lies in the Naval Yard Camber.

The Admiralty will not be responsible for any errors in the foregoing description.

The vessel will be open to inspection for seven days before date of sale between 9 A.M. and noon (Saturday and Sunday excepted).

Inspection orders can be obtained from the Auctioneers.

TERMS.—Cash before delivery; 25% of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 2nd August, 1907. [773]

Intimations.

WANTED.

A YOUNG MAN (British) of steady habits, as HARBOUR RUNNER and SHIP CHANDLERY ASSISTANT.

Apply—
SHIP CHANDLER,
C/o Hongkong Telegraph
Hongkong, 2nd September, 1907. [795]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHEWAN TOMES & Co.
General Managers.
Hongkong, 22nd May, 1907. [521]

PATHE FRERES,
PARIS.

CINEMATOGRAPHS
AND
FILMS.

NEW FILMS ARRIVE WEEKLY.

Price 43 cents (Straits Currency) per metre.

SOLE AGENT FOR

The Straits, Borneo, Java, Sumatra, Siam, Hongkong, The Philippines, &c.

F. DREYFUS,

10, Stamford Road, Singapore.

776]

A. CHAZALON & CO.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.AERATED
WATERS

ABSOLUTE PURITY

AND THE
HIGHEST DEGREEOF
PERFECTION.OUR SODA WATER is the most whole-
some daily beverage that can be taken.OUR LEMONADE, ORANGE CHAM-
PAGNE, RASPBERRYADE, LEMON
SQUASH, &c., possess the true flavour of
the finest Fresh Fruits.We would draw special attention to OUR
LIME FRUIT CHAMPAGNE, which
has the pleasant characteristics of the
finest Lime Fruit.OUR DRY GINGER ALE is a beverage of
delightful flavour and aroma.OUR SASSAPARILLA is not only a deli-
cious drink but a blood purifier as well.OUR STONE GINGER BEER since its
introduction, has been steadily gaining in
popular favour.A. S. WATSON & CO.,
LIMITED.CHEMISTS, AERATED WATER
MANUFACTURERS,
&c., &c., &c.HONGKONG, CHINA & MANILA.
Hongkong, 31st August, 1907.

BIRTH.

On August 29, 1907, at Shanghai, to Mr. and
Mrs. F. W. JAMES, a daughter.

DEATH.

At the Government Civil Hospital, Hong-
kong, on 3rd September, 1907, at 11.45 p.m.,
ERIC ERSKINE PITTAR-ERSKINE.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 4, 1907.

CHOLERA IN SHANGHAI.

As the result of the precautions adopted by the Sanitary Department to prevent the spread of disease in Hongkong there has been a perceptible decrease in the number of plague cases reported in the Colony since the beginning of the year. Up to the present time the total number does not exceed 225, and we may take it for granted that the worst period for the propagation of the pest has passed, and that with the approach of the cool season the risk of anything like an epidemic is practically at an end. It should be observed that the city of Victoria in proportion to its inhabitants has been comparatively free from the disease this year. The districts which seem to have been most affected have been on the mainland, and at one time it appeared as if Yau-mat and the isolated villages in the New Territories were to be ravaged by plague, but, fortunately, the active measures of the Sanitary officials effectively checked the dissemination of disease, and were it not for the few sporadic cases which are reported from widely distant points the daily statement would have frequently been blank. Whether these cases originated in the Colony is another question. It is quite probable that the patients came from Swatow or Canton, carrying with them the plague germs which only made their presence manifest in Hongkong. At all events it is not now uncommon to learn that days have elapsed since the discovery of plague cases in the Colony. While the Sanitary officials cannot afford to relax in the slightest degree their vigilance in ferreting out infected patients, they are now faced with an additional duty in guarding against an outbreak of cholera. In yesterday's issue we stated that Shanghai had been declared an infected port which means that the number of cholera cases reported in the Northern Settlement has reached such proportions that for the safety of the Colony's health it has been deemed advisable to place under the quarantine laws those vessels which arrive from Shanghai. If only Shanghai were concerned the danger of infection would not be so immediate, but cholera has also broken out in

Singapore and it is just possible that Bangkok and Saigon may furnish ground for the growth of the disease. In any event, the two principal ports with which Hongkong comes into daily contact have each been overtaken by cholera, which although it may not have reached epidemic form is nevertheless causing the utmost anxiety to the residents of Shanghai and Singapore. It behoves the sanitary staff of Hongkong to do their utmost to prevent the incursion of the disease into this Colony, and it is the duty of every citizen to second the efforts of the Department in keeping their houses clean, pure and healthy. In Shanghai the Municipal authorities have issued a notification warning the community of the presence of the disease. And a paragraph on the subject which appears in the *N. C. Daily News* must not be without interest to Hongkong residents at the present juncture. It reads: Among the general public there seems to be some misapprehension as to what "sterilized" means. To sterilize, in the sense in which the phrase is used by Dr. Stanley, means to render free from germs, and although in many cases the only safe way to do this is by boiling, there are some exceptions to this rule. Water can be sterilized as efficiently by the Berkefeld filter as by boiling. Whisky and other spirits containing a similar proportion of alcohol are sterile. Aerated waters, if purchased from trustworthy manufacturers, are sufficiently sterilized by the distillation or filtering to which they have been subjected prior to bottling. But most foods are rendered safe by boiling, and this particularly applies to milk and to fruit at the present season. To acquaint the Chinese with elementary precautions which should be taken during the prevalence of the cholera epidemic the Health Office has been sending round men armed with bells, pamphlets and lusty voices. The bell attracts a crowd, the voice is then used to explain the contents of the pamphlet, and finally the pamphlets, which are printed in easy colloquial Chinese, are distributed. The following is a translation of this pamphlet: "Cholera being prevalent, the Chinese community are requested to observe carefully the rules of the Public Health notice, a copy of which can be obtained on application at the Health Office. Attention is particularly called to the rules regarding food. Take all food and drink hot, or recently cooked. Avoid iced and cold drinks and stick to tea. Avoid all fresh fruit, especially cut fruit which has been touched by flies. Flies carry cholera. Cases of cholera will be received into the Isolation Hospital for Chinese in Range Road." The same rules are equally applicable to the foreign community, and, in particular, ice should never be mixed with drinks, as freezing does not kill cholera bacilli. It is satisfactory to learn, concludes our contemporary, that over fifty per cent. of the cases of cholera treated at the Chinese Isolation Hospital have recovered.

LOCAL AND GENERAL.

FRIENDS will be pleased to hear that Inspector Arthur Langley, late of the Water Police Station, has successfully pulled through an operation for appendicitis, performed on him in the London Hospital.

A Peking dispatch reports that the British Minister has protested against the establishment of the Prepared Opium Bureau by the Liangkiang Government in Kiangsu province, on the ground that a Government monopoly of this kind is contrary to the Anglo-Chinese treaty.

THE Waiwupu has asked Viceroy Tuan Fang to send up a list of Chinese gentry and merchants who assisted in Red Cross work in aid of their fellow countrymen in Manchuria, during the late war between Japan and Russia, for recommendation to the Throne for the bestowal of rewards.

THE *N. C. D. News* understands that the Waiwupu has, in response to the request of the British Minister, instructed the provincial governments of Kiangsu, Kinngsi, Hupai and Szechuan to delay starting official bureaux for the sale of prepared opium, pending negotiations with the British Government.

THE Chinese arrested for the theft of \$50 from the Hongkong and Shanghai Bank at Shanghai on Wednesday last appeared at the Mixed Court on the 30th ult. Del. Sgt. Eek prosecuted and the principal evidence was that of the Bank's coolie who detected the theft. The accused was found guilty and sentenced to two months' imprisonment.

It is reported that Viceroy Yuan Shih-kai has asked the Central Government to be allowed to suspend temporarily the mining of tea-sha copper cents in his province of Chihli, owing to the large accumulations of that coin at present in the Provincial Treasury. Any excessive surplus of the coin will lead to the cheapening of this currency in the province.

It is stated in a San Francisco despatch of 2nd ult. that the German tramp-steamers *Tolani* lost twenty-four members of its crew that day. The *Oriental* deserted the ship, they claim, on account of the cruelty practised upon them by the captain and first officer, who beat and starved them. The Chinese are now guests of the United States Government in the Alameda county jail, pending the arrangements for their deportation.

H. PRICE & CO., LTD.

STATUTORY MEETING.

The statutory meeting of shareholders of H. Price and Company, Ltd., was held in the offices of the company, 12 Queen's Road Central, this afternoon. Mr. G. C. Moxon presided, and there were present Messrs. J. Scott Harston and A. Runjshn, directors; A. E. Robinson, manager; A. R. Lowe, Chan Kai Ming, Lo Tsz Chan and E. J. Moses.

The Manager read the notice calling the meeting.

The Chairman said:—Gentlemen:—This meeting is purely formal and is called to comply with the Companies Act. I have only to inform you that the company has done fair business since its formation and all prospects are encouraging. I thank you for your attendance. That is all the business.

The meeting then ended.

DEATH OF MR. R. F. PITTAR-ERSKINE.

We regret to announce the death, which occurred late last night, of Mr. R. F. Pittar-*Erskine*, who had for many years been engaged in journalism in the Far East. Mr. *Erskine* had been ailing for several months, and on Saturday his condition became so serious that he was removed to the Government Civil Hospital. He recovered somewhat on Monday but had a relapse yesterday and passed away shortly before midnight. Mr. *Erskine*, like most journalists, had led a roving life, although he did not originally engage in newspaper work. He had spent several years in India, and in the course of his travels visited Japan where he worked in Nagasaki, and Manila. A few years ago he came to Hongkong and became associated with the Editorial Department of the *Hongkong Telegraph*. He made many friends, and his death is deeply regretted by those who were his colleagues. The funeral took place at the Protestant Cemetery this afternoon.

It is reported from Foochow that all the opium shops and dens in that city have now been closed by the authorities, and that persons found guilty of violating the law in that respect have been severely punished.

We have received the following Typhoon Warning from the Consul-General for the United States, who received it from the Manila Observatory at 2.15 p.m.—12.15 p.m. September 4th, 1907: Typhoon probably about E. N. E. of Manila between 17 and 20 lat.

On Monday morning, a report was made to the Police at Tsing-tai-sui Police Station to the effect that an Indian follower named Chunte, belonging to the 19th Infantry, had been missing for nearly twenty-four hours. When the report was made Inspector Kerr remembered that late on Sunday night a Kowloon Godown watchman informed him that he had seen an Indian jump off the police pier into the harbour. That night the harbour was searched, but without result. Yesterday morning, however, Chunte's corpse was found floating off the police pier. It was picked up and taken to the morgue. The police believe that the man committed suicide.

A DESPATCH dated Mexico City, Aug. 2, says:—The sequel of the dramatic story of the cruise of the steamer *Albatross* was told at the Chinese legation here to-day. Some months ago the vessel left the Asiatic coast, carrying 935 Chinese and 35 Russians. Investigation has disclosed the fact that the Chinese were kidnapped. Twelve contractors induced the men to board the steamer on the promise to take them to a place called Mexico, which the contractors declared was situated in China, near Hongkong. After the boat had been out for thirteen days and no land had been sighted the Chinese became alarmed and threatened to kill one of the contractors. Later a pitched battle was fought between the Chinese and Russians. They are now working on the Sonora railway and are pleased with the outlook.

WHILE on duty in Station Street South, Yau-mat, yesterday afternoon, a lukong caught sight of a coolie, who was carrying a bag, hurrying in the direction of the Lumpung Station. At first the officer paid little or no attention to the coolie, but later his suspicions were aroused and he halted the coolie. The latter started to run, with the result that he was pursued and captured. Taken to the Yau-mat Police Station, the coolie gave the name of Chan Lau, was searched, and in the bag was found a bunch of skeleton keys. He failed to explain how he came by them, and this morning he was charged before Mr. F. A. Hazeland, at the instance of Sergeant Appleton, with being in a lawful possession of the key. The charge was proved and his Worship passed sentence of three weeks' hard labour and six hours' stocks. At the expiration of the term he will be deported.

YAU FAK, a coolie, who was banished from Singapore during the earlier part of last week, arriving here yesterday with a number of other deportees on board the steamer *Gregory* *Aparca*, was charged at the Police Court, this morning, before Mr. C. A. D. Melbourne, with larceny on the high sea. He has an actor, who was a passenger by the same vessel, was the complainant. He stated that one night, while on the tip to this Colony, his pillow-box containing \$86 worth of clothing and money, was stolen from him. He reported the matter to the comrade, who told him to keep quiet until the vessel's arrival here. Reaching Hongkong, the comrade said, the deportees would be locked up and searched and the thief discovered. Soon after the vessel dropped anchor in the harbour, suspicion fell on the accused. He was searched and part of complainant's property was found on him. His Worship sentenced accused to six weeks' hard labour and four hours' stocks.

P. & O. STEAMER ASHORE.

S.S. "PERA" AGROUND OFF KOWLOON POINT.

Within the past week the harbour of Victoria, on the Kowloon side, has been the scene of two maritime accidents. The *M.S. Flora* was wrecked at Hungshom Bay on the night of Tuesday last, and to-day the steamer of the Peninsular and Oriental Steam Navigation Co., was on a sand bank off Kowloon Point right opposite the Kowloon Godown, as she was making for the wharf this afternoon.

The *Pera* arrived from Europe via Singapore. She entered the harbour shortly after one o'clock, and, as stated, was making for the wharf at Kowloon when she struck in the sea bed, at about the hour of lowest water to-day, shortly after 1.30 p.m.

The Dock Company was at once communicated with for assistance in the way of sending the *Edith* to pull the *Pera* off. The tide was due to set in again at 2 p.m., and would be at its maximum height by 9 o'clock to-night. However, instead of waiting to a late hour for the purpose of towing off the *Pera*, the *Edith* was told off to stand by the P. & O. boat almost as soon as the Dock Co. was applied to for assistance. When our representative arrived at the scene of the accident about 3 p.m., a towline had already been made fast to the stern of the *Pera*, and the *Edith* manœuvre steaming full speed ahead in order to dislodge the keel of the liner from the sand bed. To aid the tow-boat the *Pera* was also working her engines. In order that no idea may be obtained of the shallowness of the water at this particular spot of the harbour it may be pointed out that the propeller of the *Pera* had churned the yellow mud of the bay for a length of a couple of hundred yards, stretching across from in front of the "Star" Ferry Co.'s temporary barge pier, to well past the permanent structure now in course of completion. Shortly after 4 p.m. the *Pera* was got off and proceeded to the wharf under her own steam.

Fortunately the steamer has not been damaged. She carries a full cargo of heavy steel material and is loaded right almost to "bimsoil" mark when seen in the harbour this afternoon.

The *Pera* was built in 1913, by Clarke & Co., Ltd., of Belfast. She is of 7,615 gross and 4,916 net tonnage. She belongs to the "Intermediate" class of P. & O. steamers.

COUNTERFEIT COIN TRICK.

A NEWCOMER AT THE GAME.

Another trick, which is becoming quite as common as the "banknote" use, so well known in Hongkong, is that which is now being practised in Hongkong by a band of vagabonds. It is known as the "counterfeit coin trick." The way the trick is worked is for a man to enter a shop, make a purchase, receive his change—special care is taken to tender a certain sum so as to ensure the return of change—and the man starts to leave the premises. Arriving at the door of the shop he remembers that there is a premium on his bill and consequently he demands it from the shopkeeper. Needless to say the request is refused. The cooler returns the change and the goods purchased to the shopkeeper, receives his original bill and departs. Soon after his departure the shopkeeper discovers that half the money returned him by the cooler is composed of counterfeit coins.

A case of this sort occurred at Yau-mat yesterday morning. A coolie named Su Tai Tsun went to a tobacconist's shop at 171, Station Street, Mongkok, and purchased ten cents' worth of cigarettes, tendering a British silver dollar in payment. Su Tai Tsun took his change and left the shop. He returned a minute later and informed the shopkeeper that he wanted ten cents' premium on the dollar he tendered. He was told it could not be done. Some words were exchanged and the cooler demanded his dollar back, placing the cigarettes on the counter, with the ninety cents change. The shopkeeper returned him his dollar. But before the cooler could leave the shopkeeper found among the money three counterfeit twenty-cent pieces. The cooler was arrested and taken to the Yau-mat Police Station, where, curiously enough, three good twenty-cent pieces were found on him besides the dollar—all he had in the world.

At the Police Court, to-day, Su Tai Tsun was charged before Mr. C. A. D. Melbourne with uttering counterfeit coins. He pleaded not guilty, but the evidence heard completely won a net around him.

Inspector McHardy, who prosecuted, said that in case his Worship had decided to convict he would call for a heavy penalty, as this trick was getting too frequent in his district.

His Worship:—How long have you been in Hongkong?

Accused: I arrived here from Canton yesterday.

What did you come down for?—To meet clansmen.

Where did you get that British dollar?—In Tung Kün.

In Tung Kün? There are very few of these dollars in the Colony. Did you come all the way from Tung Kün to change the dollar in Hongkong?—No. I brought the dollar here and went to get it changed yesterday and got arrested.

His Worship passed sentence of three weeks' hard labour and four hours' stocks.

MR. C. M. COTTERMAN, director of the Insular posts, upon the suggestion of the Postmaster-General of Hongkong, has in a circular letter called the attention of all steamship companies, with agencies in this port to their irregular and illegal practice of having ship's letter boxes in their office filled with general correspondence. This practice is general in Manila as well as Hongkong, and is due no doubt to an over-sight on the part of the companies. Mr. Cotterman's circular should serve to set affairs right in this regard.—*Colonist*.

THE HONGKONG HOTEL

COLLAPSE.

INQUIRY INTO THE COLLAPSE.

This afternoon, in the Magistracy, Mr. F. A. Hazeland presiding as Coroner, and a jury composed of Messrs. John D. Morrison, H. L. Muhle and F. E. McHugh, an inquiry was held touching the death of five Chinamen who were killed in the collapse of the old section of the Hongkong Hotel on the 31st ultimo.

Mr. G. E. Morrell, Crown Solicitor, of Messrs. Denny and Bowley, appeared for the Crown; Mr. H. W. Looker, of Messrs. Deacons, Looker and Deacons, represented the Hongkong Hotel Co., Ltd.; Mr. M. J. D. Stephens watched the case for Messrs. Kuhn and Komor; Mr. J. Perkins was present on behalf of the Public Works Department, and Inspector Smith for the police.

Mr. Morrell stated that the inquiry called for to-day was to determine the cause of the death of a number of Chinamen, who were killed in the collapse of the eastern wing of the Hongkong Hotel. Furthermore, the inquiry was called to find out what caused the collapse. When the evidence was heard, Mr. Morrell said, there were only two verdicts that the jury could arrive at: Death by misadventure or manslaughter. To bring in a verdict of manslaughter, he said, the jury must find evidence of gross negligence on the part of somebody. He did not think in this case they would find such evidence.

Dr. C. M. Heanley, in charge of the public mortuary, said that on 2nd August he examined the dead body of a Chinaman named Leung Wa Ping. The cause of death, in his opinion, was multiple injuries.

The library coolie of the Hotel, who was on the first floor of the Hotel, Queen's Road side, on the afternoon of the collapse.

Mr. Morrell:—You were in your room?—Yes.

Was the deceased Leung Wa Ping with you?—Yes.

What happened?—At about 5.30 p.m. I happened to go into the verandah when I saw some dust and mortar which had fallen from one of the pillars—the third pillar—lying on the verandah.

And what did you do?—I said to a number of "boys" who were sitting in the verandah, "Run, there is going to be a collapse."

Did you see anything of Leung Wa Ping?—He had not time to run away.

What happened to him?—The collapse suddenly occurred and he was covered.

By Mr. Looker:—You say you saw the third pillar crack?—I saw dust.

Mr. E. Osborne, chairman of the board of directors of the Hongkong Hotel, was called to the witness-box.

Mr. Morrell:—Do you know the age of the east wing of the hotel?—Speaking from memory I think it is about 23 years old.

And the old part of the hotel?—I can't say from memory. I know it is very old—one of the old original houses in the Colony.

The old building and the east wing were connected by bridges?—Yes.

With verandahs running alongside the old building and the east wing?—Yes.

One bridge, part of the eastern verandah, collapsed?—Yes.

Repairs were being put through in the hotel at the time?—Alterations were being made in the east wing ground floor to the north of the collapsed portion.

Weren't you putting in a cement floor at the time of the collapse?—The cement floor had been put in.

Have you any arrangements with your architects as to examining the building periodically?—Previous to last year the Hotel Company had periodical examinations of the whole building made, but at no fixed date. Last year arrangements were made with the Company's architects for an annual inspection to be made.

Was the inspection made this year?—The inspection was practically completed before the collapse. The east wing had been examined, and passed as being sound, but the architects' report had not yet been received at the time of the collapse.

Continuing, witness said that previous to the collapse some pillars on the east wing verandah had been partially reconstructed. Witness occasionally used to visit the work of alterations to satisfy himself that the shoring, as far as he could tell, was good. He was satisfied generally, that the shoring was properly done. The company never received any notices from the architects that the east wing was unsound or the verandah along the old building unsafe. No notices either were received from the Public Works Department to that effect.

Mr. Guy Blood, a member of the firm of Messrs. Palmer and Turner, architects, said he acted as architect for the Hongkong Hotel Co., Ltd. Witness's firm did not build the east wing of the hotel. Previous to the collapse two pillars on the first floor were cut out and re-built. When they were being cut out props, etc., were inserted in the walls above the pillars and the pillars shored up.

Here witness drew a sketch of the shoring up of the pillars.

Pillars 8 and 9, he continued, were cut out half at a time, temporary support being placed against them to take the weight which had been borne by the half cut over.

Mr. Morrell:—Is it possible that the shoring did what it supposed to stop; that is to say that the outward strain on the foot of the building against which it was placed caused a movement in the building?—It is quite impossible.

His Worship:—Quite impossible?

Witness:—The shoring was not placed to stop.

Mr. Morrell:—It is to stop a collapse?—Yes. The collapse started, in witness's opinion, by the giving away of pillar No. 4. He had examined that pillar at 3.30 p.m. on the day of the collapse and found it cracked. Stucco was stripped from the pillar for an examination. The crack in the brickwork was larger than

that in the stucco. It did not appear serious to witness, who gave instructions to have the pillar shored at once. Witness could not say if workmen had started shoring it up an hour before the collapse. He made inquiries, however, and learnt that the shoring had been taken down.

Mr. Morrell:—Was the crack in that pillar an old one?—Yes.

When did you make your annual inspection?—From April to the present day.

His Worship:—It has not been completed?—No.

Mr. Morrell:—Have you examined those pillars previous to the 31st July?—Yes.

Are you prepared to swear that there was no crack in No. 4 pillar then?—No, I saw no visible crack.

When you say you examined the pillars previously you only looked at them?—Yes.

You never tested them?—No.

The crushing weight, per square inch, of pillars built of blue bricks and mortar would be considerably less than a pillar made of blue bricks only, the witness said. Building pillars of blue bricks is illegal at the present day. The witness said that even if it was not illegal he would not use blue bricks in the construction of pillars.

At this stage the inquiry was adjourned.

THE "TARTAR" STOWAWAYS.

DECISION RESERVED.

Further evidence was taken by Mr. F. A. Hazeland at the Police Court, this forenoon, in the *Tartar* stowaway case, in which fourteen farmers are being charged with stowing away on board the ship, and five of the crew—the carpenter, the boatwain, two firemen and the purser—with aiding and abetting the stowaways.

Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the prosecution. Six of the stowaways were represented by Mr. Edgar Davidson, of Messrs. Hastings and Hastings. Mr. R. A. Harding defended three. Mr. P. W. Goeding appeared for one; whilst Mr. O. D. Thomson and Mr. H. K. Holmes appeared for three of the aiders and abettors.

When the case was started Mr. Thomson said that he also wished to withdraw the plea of guilty his client entered and plead not guilty on his behalf.

His Worship:—I will hear arguments on that question.

The case against the seven stowaways, clients of Mr. Davidson and Mr. Thomson, was taken first, the remainder having already pleaded guilty to the charge.

Mr. Davis, chief officer of the *Tartar*, said that on 15th July—the date the vessel arrived at Vancouver—he made a search and found the defendants, who were concealed in different parts of the ship. The ship was not under charter.

Mr. Davidson submitted that there was no intention on the part of his clients to obtain a passage without permission as on their arrival at Vancouver the passage had been completed.

His Worship:—Do you mean that a man found on board ship after the drapping of the anchor cannot be convicted?—No.

Proceeding, Mr. Davidson maintained that the Ordinance did not cover the case. If it did, he said, it was possible for a man arriving in Hongkong to be charged with stowing away on board a vessel seven years later at some other part of the world. He asked for the discharge of the accused.

Mr. Thomson observed that in order to secure a conviction the stowaways must be found on board a vessel in the harbour and "intent to defraud" must be proved. He stated that in this case there was no intention to obtain a passage to Vancouver without permission, for, with the arrival of the *Tartar* at that port, the passage had ended, and these proceedings should have been instituted at Vancouver.

His Worship:—If I leave out the word "intent" can I convict?

Mr. Thomson:—You will have to alter the wording of the Ordinance.

Concluding, Mr. Thomson said that the Ordinance as it read at the present moment only applied to stowaways found on a vessel in the harbour, or those arriving in the Colony from other ports.

Mr. Bailey contended that his Worship had full power to deal with the stowaways, and he would ask for a severe penalty. Coming to the argument of the counsel for the defence, Mr. Bailey held that if a man was found on board a ship, without a passage ticket, the intention to obtain that passage was there as the passage had not been completed. Until the passengers had landed, or the cargo discharged, the passage was not completed.

His Worship said he would give his decision in the case on Saturday.

SHIPPING AND MAILS.

MAILS DUE.

English (*Delia*) 5th inst., 6 a.m.
German (*Götter*) 9th inst.
German (*Prins Ritel Friedrich*) 10th inst.
Indian (*Kulsang*) 14th inst.

The *s.s. Satsuma* sailed from Keelung this morning, and may be expected here on 5th inst., evening.

The C. P. R. Co's *s.s. Empress of India* left Vancouver a.m. on 3rd inst. for Hongkong via the usual Ports of Call.

The I. C. S. N. Co's *s.s. Kulsang* left Calcutta for this port via the Straits on 30th ult., and may be expected here on or about 14th inst.

The C. P. R. Co's *s.s. Empress of Japan* arrived at Nagasaki at 10 a.m. on 2nd inst., and left again at 12.30 p.m. Tuesday, for Yokohama, where she is due to arrive at 6 a.m. on 6th inst.

Telegrams.

[Reuter's.]

Railway Collision in Scotland.
London, 2nd September.
Twenty passengers have been injured in a railway collision at Boness.

The Anglo-Russian Agreement.
The papers welcome the Anglo-Russian agreement as a further security for the peace of the world, though it in no wise implies an entente like the Anglo-French agreement.

The correspondent of the *Standard* in St. Petersburg says the former spheres of activity in Persia are abolished, Russia making concessions whereby Northern Persia is opened to British commercial enterprise, and Britain making similar concessions in the South.

Later.

The Dockers' Strike in Antwerp.

The strike of the dockers in Antwerp, which has been proceeding for many weeks, is disorganising the shipping, and serious disturbances and much damage to property have occurred.

Many English strike-breakers have been injured.

Billiards

A special meeting of the Billiard Association the anchor stroke has been abolished.

Obituary.

The death at Lucerne, of Colonel Fitz-George, the eldest son of the late I.R.I. The Duke of Cambridge, is announced.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING CO., LTD.

ANNUAL REPORT.

The report for presentation to shareholders at the tenth ordinary meeting, to be held at the offices of the general managers on Saturday, 14th inst., at 12.30 p.m., is as follows:—

The general managers beg to submit a statement of accounts covering the period from 1st August, 1906, to 31st July, 1907.

The balance at credit of profit and loss account (including \$21,662.48 brought forward from last year) is \$16,769.68, to which it is proposed to add the sum of \$50,000 from equalization of dividend fund, making a total of \$67,769.68, to be appropriated as follows:—

To pay a dividend of 5% for the year \$61,500.00
To carry forward to credit of next year's account 14,269.68
\$75,769.68

CONSULTING COMMITTEE.

Sir C. P. Chater, C.M.G., and Mr. A. G. Woodridge, being eligible offer themselves for re-election.

AUDITOR:

The accounts have been audited by Mr. Frank Mainland in the absence of Mr. W. Hutton Potts, who offers himself for re-election.
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 31st August, 1907.

BALANCE SHEET, 31ST JULY, 1907.

Capital account \$1,500,000.00
Sundry creditors 613,472.77
Unclaimed dividends 3,460.90
Equalization of dividend fund 107,000.00
Profit and loss account 26,769.68
\$2,040,643.75

Assets

Property—comprising land, buildings and machinery \$1,303,507.93
Furniture 2,988.53
Sundry debtors 7,137.30
Cash 7,274.98
Cotton—Value of Stock 676,525.25
Yarn 368,824.00
Waste 2,398.57
Mill stores 51,352.51
Coal 3,814.50
Fire Insurance and taxes pertaining to period after 31st July, 1907 1,910.18
Advances against Yarn 191,550.00
\$2,003,813.75

PROFIT AND LOSS ACCOUNT.

To Remuneration to General Managers, 10% on balance of Working Account \$ 925.24
To Remuneration to Consulting Committee 3,000.00
To Auditor's Fee 750.00
\$ 4,175.24
To Balance 26,769.68
\$30,944.92

Cr.

By balance from last year \$21,660.48
By Gain on Working 9,753.44
By Transfer Fees 32.00
\$30,444.92

THE CHINESE VICEROYALTY.

There are persistent rumours in the North that Viceroy Yuan Shih-kai will not return to Tientsin but will enter the Grand Council, and that the Chihli Viceroyalty is to be given to Viceroy Tuan Fang. Notwithstanding this, it is probable that no one but H.E. Yuan Shih-kai is co-opted by their Imperial Majesties to be fitted for the arduous duties of Viceroy of Chihli, while, at the same time, no one is more suitable for his post in Nanking than Viceroy Tuan Fang. Under the circumstances we believe that Viceroy Yuan will be kept in Peking only so long as his advice is needed concerning the proposed reforms in the Government, and then he will be asked to return to Tientsin with, very likely, greater power to start a constitutional government, aided by Viceroy Tuan Fang in the Liangkiang.—N. C. D. News.

CANTON DAY BY DAY.

FAMINE.

[From Our Own Correspondent.]

Canton, 3rd September.
The Magistrate of the Luk Fung district has forwarded a despatch to the High Authorities reporting that the first crop of rice for this year in that district has proved far from being favourable and that owing to the late rain a famine on a small scale is now prevailing in that district. In the despatch the magistrate requested that a relief fund be raised to help the famine-stricken people and that the Canton Charitable Institutions be requested to convey cheap rice to that district to be disposed of to the sufferers.

CANTON-KOWLOON RAILWAY.
As surveying work is about to be commenced for the construction of the Canton-Kowloon Railway (Chinese section), the Yunyu magistrate has issued a proclamation to notify the public to that effect, in order that adequate protection may be given the foreign and Chinese engineering staff in their work. The proclamation also enjoined upon property owners not to create any disturbance when their lands are required for the railroad.

TRANSFER.

Taotai Yao Shih-shi, who came to Canton and held several posts during ex-Viceroy Chow's administration here, is about to leave for Kiangsu on transfer by order of H.E. Tuan Fang, Viceroy of the Liangkiang provinces.

RICE CROP.

Private advices have been received from the district of Fa Ying to the effect that the first crop of rice of this year has totally failed, so that the price of rice there is exceedingly high at present; one dollar can only buy 9 shing (about 3 to 4 catties) of the first quality and only a little over 1 shing about 4 to 5 catties) of the second quality.

THE NEW VICEROY.

Telegraphic instructions have been received from the new Viceroy, H.E. Chang Yun-chun, that the officials who are now holding offices in Canton must not leave their posts, but must remain and await orders from H.E. when he arrives.

VICEROYS AND PROVINCIAL GOVERNORS.

IMPERIAL DECREE.

An Imperial decree dated 24th ult., reads:—Decree stating that a memorial has been received from Hsi Liang, Viceroy of the Yun-Kwei provinces, complaining of the backwardness and confusion in reforms previously ordered by Imperial decree, such as army reorganization and schools of modern learning, in the instruction of officials and in the financial department in his viceroyalty, caused by the incapacity of his predecessor, 'Ting Chen-to. Now this is most reprehensible on the part of the 1st named Viceroy, who has lamentably failed in the confidence placed upon him by the Throne. Although the 'Ting Chen-to is now on the retired list this does not absolve him from blame, and he is, therefore, hereby handed to the Ministry concerned for the determination of the severest penalties. Hsi Liang is further commanded to use his best efforts to save the situation and restore prosperity to the region under him. Under the difficult crisis through which the country is now passing it should be the clear duty of the Viceroy and Governors of provinces to exert themselves to the best of their several abilities to assist the Throne in restoring the country to a better condition, and let it be understood once for all that the Emperor will not tolerate for a moment any laziness or lack of zeal amongst the high officials of the Empire, who will be vigorously dealt with without mercy. Those who have shown energy and ability in their high and important duties will be rewarded and commended. Under this last list are Yuan Shih-kai, Viceroy of Chihli; Tuan Fang, Viceroy of Liangkiang, and the Grand Secretary Chang Chih-tung, Viceroy of Hukuang. They have used the men and the materials at their hands well and successfully, and they have shown that they have put forth their whole hearts in accomplishing the Governmental reforms expected of them. The three Viceroys, therefore, deserve the warmest appreciation and recognition from the Throne for their services. Let them continue untiringly in their efforts, and let all they do be for the advantage of those above them and the benefit of all under them. Let them lay the foundation for a wealthy and a strong Empire, for that is what their Majesties look forward to at their hands.—N. C. D. News.

FRENCH CAPITAL FOR JAPAN.

FORTHCOMING VISIT OF FINANCIERS.

A Tokyo dispatch states that as Japan and France will be brought into closer relations than before by the new Franco-Japanese Agreement, French capitalists will find increased opportunities for investing their surplus funds in Japan, and by such a course both countries may be benefited.

Since the conclusion of the Agreement, adds this message, M. Gerard, French Ambassador in Tokyo, has sent reports on the Japanese economic and financial conditions to France, and put before the French capitalists the advantages of investing their money in Japan. Mr. R. Loenen, a representative of the East Asia Industrial Syndicate, composed of French and Belgian capitalists, adds the dispatch, has resided in Japan for a number of years, and is thoroughly acquainted with Japanese economic and financial conditions, having already promoted different enterprises in Japan. This gentleman returned to Paris in May last, taking with him full reports on enterprises to be promoted in Japan by his syndicate, and furnished all the necessary information to the French Government and the capitalists. Representatives of the Banque de Paris, Parisian Bank and other financial corporations in France, with experts, have left Paris for Japan, accompanied by Mr. Loenen. The party, numbering 11 gentlemen in all, is expected to arrive at Tsuruga on Friday morning from Vladivostok. The arrival of the party in Japan is regarded as an important event in financial circles, and the visit to Japan of these financiers was recently communicated by the French Ambassador to the Finance Department in Tokyo.

A WILD CEREMONY.

FRIGHTENING AWAY THE CHOLERA DEMONS.

The *Singapore Free Press* of 28th ult. contains the following report:—A unique and most interesting ceremony took place at the ricksha coolie depots in Ophir Road, off Queen Street, yesterday afternoon. A number of cases of cholera have occurred in these depots lately, and several cases in the immediate vicinity. The coolies and towkays organised a grand festival for the purpose of frightening away from Singapore the cholera demons. About \$1,000 were collected among the towkays and coolies, and for the past ten days, or so, quaint ceremonies have been carried on. On three nights, processions paraded the various streets. The coolies were busy in the meantime building four model junks to carry away the cholera fiends.

The celebrations were brought to a close yesterday afternoon amidst much excitement, and in view of several hundreds of Chinese. The class participating in the clearing out of the depots were the Hokchew, I'okchaw and the Hengwahs. The ghost ships were made of bamboo and paper and were really works of art. They were cleverly made of various coloured paper, and in shape were exactly like Chinese junks. Two of the craft were about fifteen feet in length and one, the smartest of the lot, was over twenty feet long and broad in proportion. The final ceremony commenced at four o'clock. The three vessels were drawn into the roadway, the two smaller ones were carried and the large one was drawn on wheels. The sails, made of yellow paper, were then hoisted. The leading vessel had as a figure-head, a dragon with a flaming wide open mouth. On tables placed near the ships were candles, roast ducks, fowls, pigs, goats, fruit and cakes. Numerous sheets of sacrificial paper were burned and hundreds of crackers and bums were let off. About two score ricksha coolies were dressed as demons with grotesquely painted faces. Some of their faces were red, blue, black, green and yellow, and were streaked with white. They were armed with spears and spiked clubs and many had horns fastened on to their heads. They were a fierce looking lot and formed a body-guard for the fleet. One gigantic Chinaman carried a huge wooden sword and apparently represented an executioner. Several monks in gay robes were chanting prayers round the "joss," inside the principal depot, to the accompaniment of Chinese music. Every few minutes they uttered loud drawn out "oughs" in which they were joined by the demoniacal bodyguard, while numerous other Chinese blew bamboo-horns. It was a weird spectacle.

Leaning on one of the "joss" tables in the roadway, was a stalwart coolie who appeared to be in a frenzy. He was in a frenzy and rolled his eyes till only the whites were visible. It was explained that he was possessed of a spirit—a god had entered into him. He gestulated wildly and was believed to be communicating with the spirits of the departed. Any one whose friends or relations had died could converse with them through him. He was certainly not shamming. To the writer he appeared to be mad, but a medical gentleman present said, in his opinion, the man was in a trance. He went on unceasingly and unobtrusively.

The vessels were loaded up with paper in ney, candles, crackers, fruit and rice. In the largest junk were placed a white pup, a grey kitten, a cock, a duck and a couple of live pigeons. The monks then assembled in front of the largest ship and chanted prayers, while the bodyguard knelt down in the road. The head monk picked up a sharp steel sword and fought a duel with an unseen spirit. He worked himself into a state of frenzy, and the crowd of onlookers stepped back in awe. The monk then picked up a sword, and holding it in his left hand and the cock in his right, danced about and gestulated wildly. After some minutes he put the weapon down and picked the cock's comb with a finger nail. A drop of blood was taken, and was mixed with Chinese ink. The fowl was then put under a joss table and after more incantations had been droned, the high priest mounted on a stool and dabbed the figure head and other parts of the boat with the mixture. He then returned to the joss table and exhorted the demons to depart in the vessels. The men demons raised pandemonium with their yells of "ough," bamboo horns and banging of drums and clashing of cymbals. The spectator joined in the noise. The Chief Sanitary Inspector was present and seemed to be assisting in the devil hunting. He expressed his desire of helping in anything that would drive away the cholera.

These exhortations continued till six o'clock, and a fourth and much smaller vessel then made its appearance. It was apparently a tender to the bigger craft. The chief monk seized the small boat and carried it into the depot. The idea was to take the devils out to the fleet, but this apparently did not meet with their approval. The little vessel tossed and rolled round the room, but the devils would not come out to the bigger ships. One priest endeavoured to coax the tiny ship out by means of bright paper on the end of a pole, while another priest tried to drive it out with a drawn sword. They sprang back when the boat turned on them. The excitement was great, and the "oughs" were deafening. Several times the boat got as far as the entrance, but returned again and careered wildly round the room. After fully twenty minutes of pitching and tossing, the boat was driven and coaxed out. It careered round the fleet and then dashed back to the depot again. Eventually, the devils were persuaded to leave the depot and the tender made five stormy trips to and from the big junk amidst the wildest excitement. The devils were represented by black, red, blue, green and yellow effigies and they were all put on board at last. The tender then took up a position at the head of the procession and after manoeuvring about wildly

for some time started off in the direction of Rocher Canal Road. The other vessels and the procession followed it with a rush, and a huge roar went up from the assembled hundreds. After a short mad, yelling rush, a stop was made at a land stage at the Rocher river. Hundreds of bombs and crackers were let off and the gongs and drums were banged madly. The men dressed as demons tore off their devil clothes and washed their faces. The head monk waved his sword in the direction of the river and exhorted the devils to depart. The fleet were then set on fire one by one. The tender was burned first and the biggest ship last. The flames roared and crackled and burned fiercely and the ceremony was at an end. Our representative, who was watching very carefully, did not see the animals and birds taken out of the big junk before she was set alight and believes that they were burned to death. The towkays, however, assured him that they were removed before fire was put to the vessels. Perhaps, they are afraid of enquiries by the police.

THE GUILD SYSTEM OF THE FAR EAST.

Of the various institutions which nursed the early political life of Europe, none, perhaps, exercised greater influence than the Medieval Guilds. Formed for commercial and other purposes, they grew to power by enfranchising themselves from feudal limitations and the process affected the whole course of European history. Round the Guilds centred the life of medieval towns, and it was in the towns that men learned the art of co-operation for definite political ends. On the Continent, this early training took long to produce results, because it had to struggle, not only against the claims of Feudalism, but also against those of Empire. But in England, where Feudalism was comparatively weak, and where the Crown never put forward imperial pretensions, the Guild system soon bore fruit. Accustomed from the earliest times to mutual responsibility, and taught the art of political representation by the gradual growth of the Jury System, Englishmen had an organized Parliament by the end of the thirteenth century. From that date, English Parliamentary history becomes both detailed and progressive, and the tales of its successive victories at length reacted upon the Continent, whose political training had commenced in similar schools. The result, to-day, is that Europe has a healthy, constitutional life, the origins of which are, to a great extent, to be sought in the early medieval Guilds.

To all Europeans in China these facts are of the greatest interest, because, on the one hand, China is struggling towards a Constitution, and on the other, the Guild System has, for centuries, been one of the salient features of the life of the Far East. In Japan, it dates from the 14th and 15th centuries when the Ashikaga Shoguns ruled in Kyoto, and monopolies of all the principal staples were sold to associations of merchants at prices highly remunerative to the Government. The guilds so formed were joint-stock corporations, the shares of which were transferable by sale, or bequeathable from father to son. In the seventeenth century, a further development took place, when the *kakaya* or "agent" took over from the Samurai, placed charge of "store mansions," the business of converting into money the rice which formed the incomes of feudal chiefs. Corresponding with the *kakaya* of Osaka was the *fudaisshi* of Yedo, who exercised similar functions. From the beginning of the eighteenth century, these *fudaisshi* were organized into confederations, each subdivided into six classes with six houses in each class. Finally, in the middle of the eighteenth century, the organization of the Guild was borrowed from the fishmongers of Yedo, and applied to nearly every branch of trade, maritime enterprises and to operations connected with currency. In Korea the *Pedli's* Guild dates back for centuries, and almost every commodity has been handled by similar associations.

But it is here in China that the Guild System is most worthy of attention. Its origin is clearly given in the Constitution and by laws of the Ningpo Guild at Wenchow, which, in a preamble, says "Weikun" were first established at the metropolis by mandarins among compatriots or fellow-provincials for mutual aid and protection. Subsequently, merchants and now they exist in every province. These metropolitan Guilds, which served as a model, were probably known as early as the Tang period, namely, as early as the ninth and tenth centuries, and, being of the nature of clubs, their origin may have been much more ancient. To-day, foreigners apply the term Guild to two classes of institution, to *Weikuan* or "Club-house" and to *Kunguo* or "Public halls." The former may be compared to Chambers of Commerce, and the latter to Trade Unions. They exercise a general supervision over the members, protect them from commercial frauds, fix the market rate of all kinds of produce and insist upon equitable dealings with the outside world. Their rules are read in the Courts of China as if they were part of the statutory law of the Empire, and the Central Government would, probably, hesitate to consider, against their known wishes, almost any subject whether commercial or political. In addition to the Guild System proper there are societies of all kinds, all of them illustrating the Chinese genius for co-operation, whilst none, perhaps, is so capacity more noticeable than in the organization of the Chinese market. When we remember the commercial capacities of the Chinese, and recall the well-known joke that the English are a nation of shopkeepers, a comparison of the Guild Systems of East and West becomes so suggestive as to be almost prophetic. For the Guild System of England helped to produce a Constitution of the Western world as modelled, and what stands out clearly from the comparison is the capacity for co-operation which exists alike in England and in China. In both countries the Guilds have been primarily commercial, and in our country they have led to a highly organized political life. In China so few deductions are possible, that one hesitates before being logical, but if we go so far as to say that, theoretically, the Guild System of the East should produce similar results, we shall hardly be accused of hasty generalization. We can, at any rate, point to the confidence of H. E. Yuan Shih-kai, and we can hazard a guess at the premises upon which it is based. That Chinese co-operation has not resulted in a general representative system is almost paradoxical, and there is much in the epigram which says that a paradox is a truth standing on its head to attract attention.—N. C. D. News.

To-day's Advertisements.

A GRAND PROMENADE CONCERT, will be held on the VOLUNTEER PARADE GROUND, on SATURDAY, the 14th instant, at 9.15 P.M. Tickets, 2s and 5s, can be obtained from Messrs. KELLY & WALSH, and from VOLUNTEER HEAD QUARTERS. Hongkong, 4th September, 1907. [802]

TO BE SOLD

FOR the purpose of being broken up, the steamer "GIRONDE" now on view at Saigon till the 15th October. For particulars please apply to the MES-SAGERIES MARITIMES OFFICE in Hongkong. Hongkong, 4th September, 1907. [805]

MR. E. E. SMITH.

WITH CHARLES C. MACKEE, Representative in Orient, Operating with HUTCHISON & Co., HAS ARRIVED IN HONGKONG. Staying at Connaught Hotel.

Knitting Machinery, and All Knitting Mill Accessories, Cotton and Woollen Machinery, Sewing Machinery, and Kindred Specialties, Rice and Flour Mill Machinery, Paper Makers' Machinery, General Machinery, and Specialties. Hongkong, 4th September, 1907. [304]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY,

the 6th September, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, AN ASSORTMENT OF CHINESE CURIOS, Comprising:—

OLD CHINA VASES, JARS, OLD BRONZE INCENSE BURNERS, FLOWER POTS, TABLE SCREENS, &c. &c. Catalogues will be issued. On View from To-day. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 4th September, 1907. [806]

REMOVING CHINESE GRAVES.

An unusual and one might say interesting sight, says the *Singapore Free Press*, bearing in mind the circumstances, can only be seen at the foot of Tanjong Pagar Road at Kreta Ayer, where in pursuance of the resolution recently passed in Legislative Council the graves of departed Chinese are now being opened up and the remains of ancestors removed to other sites.

The scene is not altogether void of pathos and is one which again brings to the fore the respect the average Chinaman has for his ancestors. Some of the graves are being opened in the presence of many friends both male and female, well-dressed and evidently of the upper classes, whilst the pathetic may be seen in other cases where two young coolies with a solitary broken "changkol" between them take it in turns to turn over the sods to reveal all that remains of their departed. The same contrast is perhaps even more in evidence in the means of transport to the future resting place of the remains. On Sunday morning on a journey up South Bridge Road many were passed. Here would come the remains of an old owkay carried under a canopy and covered with much silk of fine texture and accompanied by many friends of friends and more music; perhaps the next procession would consist of three coolies, two of whom would be carrying the remains done up in an old "gunnie" slung on a carrying-pole, whilst the third precedes the procession with a few sprigs of bamboo in either hand and perhaps a red rag fastened to one, piping away on an old tin whistle.

The community undoubtedly owe a debt of gratitude to those friends of the deprived who have without trouble or bickering risen to the occasion and removed these remains in order that the bill may be emptied into the Harbour wholesale for protective works. The thanks of the Council are probably due to the Chinese Advisory Board and for having used their tact in influencing the persons interested to act as they have done, especially when one bears in mind the natural antipathy the Chinaman has to any interference with ancestral resting places.

As at present planned out the construction of all the Harbour and Dock Works will practically entail the levelling of all ground between Tanjong Pagar and the River.

THE GOLD DELUGE.

Those who think that "nature intended gold to be the medium of exchange" are invited to glance at this short table showing the annual production of that precious metal in the initial years of the last five centuries.

1500		\$ 4,000,000
1600		6,000,000
1700		7,000,000
1800		12,000,000
1900		267,000,000

The most devoted and hopeful champion of "hard money" will be compelled to admit that if there be eloquence in figures, the above table contains it. Here is a world which plods along for unnumbered centuries with a fairly steady increase in its accumulation of gold until it reaches 1800. Then a gold deluge.

The above table is startling enough, but the detailed facts are more so. In the period from 1851 to 1850 the average production of gold was only \$11,445,000. In the decade included in the years 1896-1905 the average gold production rose to the staggering amount of \$105,760,000. In the present year we will produce new gold which will sell in the mines for not less than \$275,000,000—*Singapore Magazine*.

Intimations



THE ROBINSON PIANO CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



STEINWAY, HAAKE, WINKELMANN, &c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907. [132]

TO COUNTERACT THE ENERVATING EFFECT OF THE HOT WEATHER, DRINK

"TANSAN"

Bottled at the Takaradaka Spring, Japan.

Mixed with Hock, Whisky, or Claret it has no equal as a Thirst-quencher, Stimulant, and cure for Lassitude and Debility.

LADIES who value their health should drink it.

CHILDREN will feel the beneficial effect of it.

MEN who use it testify to its excellence.

ALL SHOULD DRINK IT.



IT IS STILL THE BEST NATURAL MINERAL WATER IN THE WORLD.

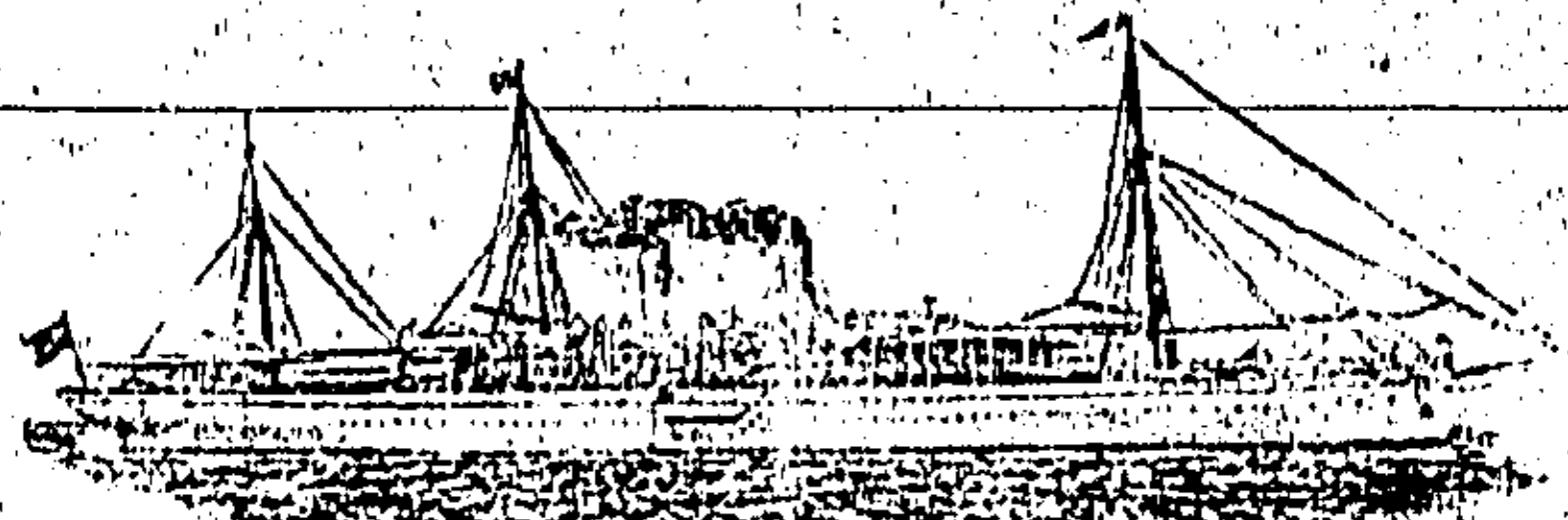
BEWARE OF Spurious Imitations and see that you get your "TANSAN" from the SOLE AGENTS.

"TANSAN GINGER ALE" Acknowledged to be the best on the market, see that the label bears the name of J. CLIFFORD-WILKINSON, without which none is genuine.

Can always be obtained at all the CLUBS, HOTELS and STORES.

H. PRICE & Co., Ltd., SOLE AGENTS, WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD CENTRAL, Hongkong. Hongkong, 27th August, 1907. [131]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPRESS OF CHINA".....	6,000	THURSDAY, Sept. 26th	Oct. 14th
"EMPRESS OF INDIA".....	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTAGLE".....	6,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPRESS OF JAPAN".....	6,000	THURSDAY, Nov. 21st	Dec. 9th
"TARTAR".....	4,425	WEDNESDAY, Dec. 4th	Dec. 28th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.

Hongkong to London, Intermediate via St. Lawrence £40.

Steamers, and 1st Class on Railways, via St. Lawrence £40.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTAGLE" and "TARTAR" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 29th August, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 6th Sept., 4 P.M.
SHANGHAI	"FOOSHING"	FRIDAY, 6th Sept., 4 P.M.
SHANGHAI	"CHOYSANG"	SATURDAY, 7th Sept., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single	Return
Hongkong to Singapore 1st Class	\$ 65	\$100
Penang	85	130
Calcutta	105	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 3rd September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"OHILU"	5th Sept., daylight.
SWATOW & SHANGHAI	"YOHOW"	7th " " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TSINAN"	7th " " " "
WEIHAWEI, CHEFOO & TIENTSIN	"HUICHOW"	7th " " " "
MANILA	"TAMING"	10th " " " "
YOKOHAMA & KOBE	"CHINGTU"	10th " " " "
CEBU and ILOILO	"SUNGKIANG"	12th " " " "
SWATOW & SHANGHAI	"KIUKIANG"	14th " " " "
SWATOW & SHANGHAI	"SHAOHSI"	17th " " " "
CHEFOO & NEWCHANG	"KWEIYANG"	19th " " " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Stewards is carried.

Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th September, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
KUJI	2540	Almond	"	SATURDAY, 14th Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th August, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

To sail

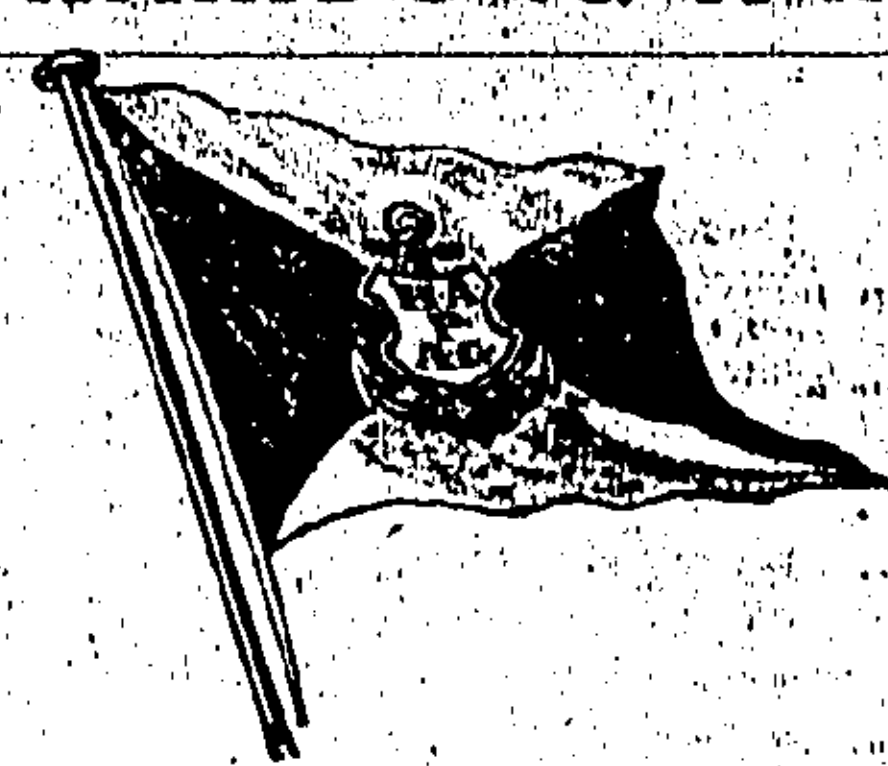
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with
912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY

LOWER BERTHS.

Laundry on board, Doctor, Stewards carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 1st Oct.

HAMBURG 6th Sept.

SILESIA 2nd Nov.

RHENANIA 2nd Oct.

Hongkong, 2nd September, 1907.

HOHENSTAUFEN 30th Oct.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 7th Sept.

S.S. "SIKH" 5th Oct.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" 14th Sept.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st August, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTH PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,600	T. W. Garlick	12th Sept.
Sauveter	6,235	W. Shotton	1st Oct.
Kumeric	6,235	D. Baird	15th Oct.
Shawmut	9,600	E. V. Roberts	6th Nov.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 2nd September, 1907.

FOR DALNY.

THE Steamship

"KARONGA"

will be despatched for the above Port, on or about the 16th inst.

For Freight, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 2nd September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and

SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

Continuation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CALL ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community,

is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages for each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
Hongkong.

MISSIONARIES AT WORK IN NIGERIA.

ACTIVITY ON THE ANGLO-EGYPTIAN FRONTIER.

Considerable mystery has always attached itself to the doings of the Senussi Brotherhood, which has been pictured on the one hand as a vast organization awaiting a favourable opportunity to sweep the Kaffirs (that is, the Christians) out of North Africa, and on the other hand as a "Quietest" fraternity, intent only on leading a devout life. As the headquarters of the sect have been from the first in almost inaccessible districts of the Eastern Sahara, and as no European has penetrated into those regions since Gerhard Kroll's journey to Kufra in 1898, there has been ample opportunity for all kinds of speculation. Without however, entering into debatable questions as to the aims of the founder of the order and his successor, it can be affirmed confidently, from information which comes from British and French officials, political and military, and from other trustworthy sources, that since the death in 1901 of the sheik Mohammed Senussi el Mahdi, who had governed the order since 1859, and who indignantly refused to associate with the Sudan Mahdi, in 1898, the leaders of the order have become distinctly aggressive if not anti-European.

Sheik Senussi el Mahdi was succeeded by his nephew Ahmed el Sherif Senussi, who appears to have realised that, if he was not going to allow the French to checkmate him, action could not be delayed much longer. He saw himself and his order being hemmed in by the British in the Anglo-Egyptian Sudan on the east, and in Nigeria on the west, and by the French, advancing from the Congo on the south, and from Algeria and Tunisia on the north, the only open road for the Senussi to the outer world being with the Turks in Tripoli. The steady advance of the French on the central Sudan Sultanate of Wadai was full of menace for Senussism, Wadai being the only really independent and powerful State whose people, from their Sudan downwards, have embraced the Senussi tenets. The pressure of France on Wadai is the main cause of the present activity in the Senussi ranks. Almost all the smaller States once dependent on Wadai have been wrested from her by France, but that country has no intention of attacking Wadai itself, not desiring to count an outbreak of Moslem fanaticism.

PENETRATING THE BRITISH PROTECTORATE.—Recognising that without support outside the borders of the desert the Senussi movement can make no further headway, Ahmed el Sherif has during recent years despatched many mollahs westward to Bornu and the Hausa States, that is, into the British protectorate of Northern Nigeria. In Bornu they had to meet no particular theological opposition, but in the Hausa States they had to take up a position of antagonism to the Sultan of Sokoto, who is the recognised religious head of all Mussulmans in the Western Sudan as far as Timbuktu. Nevertheless, the adherents of the Sultan of Sokoto, with good-humoured indifference, have allowed the missionaries of the Senussi to proclaim publicly their doctrines and to gain such converts as they could. The teachings of these Dervishes is religious, not political, and has not been interfered with by the British authorities. Indeed, the "difficulty" here, as always with Mohammedan fraternities, is to know how to draw the line and distinguish between a revival of religion and a political propaganda; in many respects teachings of the Senussi mollahs is altogether unobjectionable, and there appears no ground to regard their activity either in the Hausa States or in Bornu with alarm. The Senussi brotherhoods in Algeria are even looked upon with favour by the French authorities, and the chief of the Senussi "kawai" (convent) at Illizi has been decorated with the Legion of Honour.

More significant, perhaps, of the designs or fears of the new head of the Senussites than the despatch of emissaries to Nigeria are the constant efforts made to establish friendly relations with Ali Dinar, the Sultan of Darfur. Darfur is the most western part of the Anglo-Egyptian Sudan, and enjoys complete Home Rule, the Sultan merely paying an annual tribute of £500 to the Khartoum Government. It is stated on good, though not absolutely certain information, that one cause for the Senussi sheik's anxiety to obtain a footing in Darfur is the fear that the present Sultan of the Wadai may free himself from the tutelage of Senussi agent at his Court—the agent exercising much the same functions as the British Agent does at Cairo.

SIR REGINALD WINGATE SATISFIED.—So far, Sir Rudolf Slatin Pasha and Sir Reginald Wingate appear satisfied that Darfur has resisted the advances of the Senussi. Further north the Senussi are established in the oasis of Siwa (Jupiter Ammon), where they are said to live amicably with the Egyptian authorities. And he follows of the sect the belief is general that Mohammed Senussi el Mahdi is not dead, but gone on a secret journey. Such a belief is not uncommon for years after the decease of a noted sheik in any Mussulman order, but is indicative of the ease with which a clever leader can work on the imaginations of semi-civilised peoples and rouse their religious enthusiasm to the point of action. And therein lies the real danger of Senussism. Scores of examples—take, for instance, that of the Sudanese Mahdi—have shown that the flame of Mohammedan fanaticism is easily aroused, and with a well-organized order to follow his bidding, any Senussi sheik could create a great deal of trouble. In this connection it may be noted that the order is strongly represented in Arabia, where it is allied to Wahhabism.

That the Senussi order has remained quiescent so long goes to show that its leaders have a large amount of political sagacity. Their present activity is attributed by those best able to judge to anxiety for the maintenance of their present position, not to a desire for a "Wahab" and also to the intrigues of the Ottomans, who have been seeking to stir up trouble in the Central Sudan with a view to consolidating their position in Tripoli. So far as Great Britain and Egypt are concerned, there is no room for aggression on the Senussi "complexion." They lie wholly outside our sphere, and the business of the Nigerian and Sudan Governments is simply to keep their countries free from agitation.—Fall All Gullies.

1994

16th July, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon. Later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	70,000	1125	1125	{ £1,000,000	\$1,707,167	{ £1.15/- for 3-year ending 30.6.07 @ ex	4 1/2 %
Do. (new)	40,000	1125	1125	{ \$1,750,000		{ 2 1/2 % 3/16 = \$16.04	4 1/2 %
National Bank of China, Limited	90,025	£7	£6	{ £12,735	\$71,493	\$2 (London 3/6) for 1905	7 1/2 %
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	£250	£50	{ \$1,675,000	\$733,638	\$20 for 1905	7 1/2 %
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,100,000	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex	6 %
Union Insurance Society of Canton, Limited	2,400	£250	£100	{ \$3,000,000	\$1,460,410	{ Final of \$12 making \$42 for 1905 and	5 1/2 %
Yangtze Insurance Association, Limited	8,000	£100	£50	{ \$450,407	\$461,467	{ Interim of 13/10 to 1906	7 %
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	£100	£50	{ \$1,000,000	\$562,980	\$2 and bonus \$2 for 1905	9 1/2 %
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	{ \$1,250,000	\$435,236	\$40 for 1905	12 1/2 %
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	£25	£25	{ \$7,000	\$365	\$1 for 1906	6 1/2 %
Douglas Steamship Company, Limited	10,000	£50	£50	{ \$264,438	Nil	\$2 1/2 for year ended 30.11.1906	6 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	2,000	£15	£15	{ \$35,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	10,000	£5	£5	{ £60,000	£3,694	\$1 for 1906 @ ex 2 1/2 = \$5.14 per share	3 1/2 %
Do. (Deferred)	6,000	£5	£5	{ £270,000			
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372	Tls. 13,327	Interim of Tls. 14 for account 1907	11 1/2 %
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 54,372	Tls. 13,327	Interim of 1/- (Coupon No. 8 '06 a/c 1907	10 1/2 %
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,891	1137	{ \$1.00 for year ending 30.4.1907	4 1/2 %
"Star" Ferry Company, Limited	10,000	£10	£5	{ Tls. 98,957			
Taku Tug and Lighter Company, Limited	2,000	Tls. 50	Tls. 50	{ Tls. 81,200	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 %
REFINERIES.							
China Sugar Refining Company, Limited	7,000	£100	£100	{ \$450,000	9,218	\$8 for year ending 31.12.06	8 1/2 %
Luzon Sugar Refining Company, Limited	7,000	£100	£100	{ \$450,000	9,218	\$1 for 1907	1 1/2 %
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 8,035	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £26,011	£11,358	No. 12 of 1/- = 48 cents	
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ £64,124	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£50	£50	{ £100,000	13,047	Interim of £2 for six months ending June	6 1/2 %
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	{ £100,000	13,047	\$4 for 1st half-year ending June 30th, 1907	7 1/2 %
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000	10,459	Tls. 3 for year ending 30th April 1907	3 1/2 %
Shanghai and Hongkew Wharf Company, Limited	6,000	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %
Astor House Hotel Company, Limited (Shanghai) ..	10,000	£25	£25	{ £10,000	10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %
Central Stores, Limited	50,123	£15	£15	{ £1,000,000	14,178	\$1.80 for 1906	12 %
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £1,000,000	371	\$5 for second half-year making \$10 for 1906	10 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ £1,000,000	156,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %
Humphreys Estate & Finance Company, Limited	10,000	£10	£10	{ £100,000	11,567	80 cents for 1906	7 1/2 %
Kowloon Land and Building Company, Limited	6,000	£50	£50	{ £100,000	11,089	\$2 1/2 for 1906	7 1/2 %
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 50	{ Tls. 869,493	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %
West Point Building Company, Limited	2,500	£50	£50	{ £100,000	11,519	Interim of \$2 for half year ending June 30th	8 1/2 %
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %
Hongkong Cotton Spinning, Weaving and Dyeing ..	15,000	£10	£10	{ Tls. 45,939	121,660	\$1 1/2 for the year ending 31.7.06	11 1/2 %
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %
Laau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 100,000	Tls. 31,459	Tls. 8 for 1906	8 1/2 %
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	10 1/2 %
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	£12/6	£12/6	{ £1,299	£638	1/3 per share for 1906	9 %
Campbell, Moore & Co., Limited	1,200	£10	£10	{ £1,200	1653	\$3 for 1905	
China-Borneo Company, Limited	10,000	£12	£12	{ £1,200	Nil	\$1 for 1904	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	
China Light and Power Company, Limited	10,000	£10	£10	{ £100,000	25,000	60 cents for year ended 28.2.05	
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	{ £100,000	1855	80 cents for 1906	9 %
Dairy Farm Company, Limited	25,000	£7 1/2	£7 1/2	{ £187,500	12,555	\$1.30 for year ending 31.7.1906	8 1/2 %
Green Island Cement Company, Limited	400,000	£10	£10	{ £1,000,000	10,804	Interim of 50 cents per share for a/c 1907	9 1/2 %
Hall & Holtz, Limited	21,000	£20	£20	{ £180,000	15,002	\$2 1/2 for year ending 28.2.07	11 %
Hongkong Electric Company, Limited	60,000	£10	£10	{ £100,000	12,933	1 1/2 per share for year ending 28.2.07	7 1/2 %
Hongkong Ice Company, Limited	5,000	£12 1/2	£12 1/2	{ £105,000	14,361	Interim of \$4 for 1-year ending June 30th '07	9 1/2 %
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	{ £100,000	14,212	Interim of 80 cents per share for a/c 1907	8 1/2 %
Matschappij tot Mijn- Bosch en Landbouwen	25,000	Gs. 100	Gs. 100	{ Tls. 547,000	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %
Piottatie in Langkat, Limited	25,000	£10	£10	{ £100,000	12,555	\$1 per sh. or period fr 19th Oct. to 30th Apr. '07	8 1/2 %
Peak Tramways Company, Limited	25,000	£10	£10	{ £100,000	12,555	None	
Peak Tramways Company (new)	50,000	£10	£10	{ £100,000	12,555	Interim of Tls. 3 1/2 for account 1907	7 1/2 %
Philippine Company, Limited	17,500	£10	£10	{ £100,000	12,555	Tls. 4 for 1905	
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 7,990	Final of Tls. 5 and Tls. 10 for 1906	13 1/2 %
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323	Tls. 9,751	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000	Tls. 3,374	Interim of 15/- for account 1907	
Shanghai-Sum-ta Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 20,000	Tls. 7,843	Interim of 11/3 for account 1907	
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ £100,000	Tls. 85,592	Interim of 11/3 for account 1907	
South China Morning Post, Limited	7,200	£20	£20	{ £100,000	14,212	None	
Steam Laundry Company, Limited	20,000	£5	£5	{ £100,000	14,212	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	{ Tls. 15,295	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	
Union Waterboat Company, Limited	50,000	£10	£10	{ £100,000	12,555	First year	
United Asbestos Oriental Agency, Limited	10,000	£10	£10	{ £100,000	12,555	8 cents on 9,000 ord. shares and 1 1/2 on 100 Founders shares	8 %
Watson, (A. S.) & Co., Limited	10,000	£10	£10	{ £100,000	12,555	Final of 40 cents per share making 80	7 %
William Powell, Limited	15,000	£10	£10	{ £100,000	12,555	cents for year ending 31.12.07	10 %

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJI-
BOUTI, EGYPT, MAR-
SEILLES, LONDON.

AVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TOURANE,"
Captain Lancelotti, will be despatched for
MARSEILLES on TUESDAY, the 17th
September, at 1 P.M.

This Steamer connects at Colombo with the
Australian line S.S. "Armand" bound for
Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. "AUSTRALIEN" 1st Oct.
S.S. "NEVA" 15th Oct.
S.S. "PARRI" 19th Oct.
S.S. "ERNEST SIMONS" 13th Nov.
S.S. "TONKIN" 16th Nov.
S.S. "POLYNESIE" 10th Dec.

G. DE CHAMPEAUX,
Agent,
Hongkong, 4th September, 1907. [10]

FOR VLADIVOSTOCK.

THE Steamship

"VINE BRANCH,"

will be despatched as above on or about 10th
September.

For Freight and further Particulars, apply to
DODWELL & CO., LIMITED,
Agents,
Hongkong, 3rd August, 1907. [717]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MORMORA,"

Captain G. H. C. Weston, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 7th
September, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. "India," 8,000 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
Steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Mar-
morra," due in London on 19th October, 1907.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent,
Hongkong, 24th August, 1907. [717]

Furniture.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

Telephone 256.

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907. [48]

The Whisky
of Great Age

DEWAR'S

IMPERIAL

John Dewar & Sons Ltd.
Glasgow, London & New York

Sole Agents: BUMANN & BERBLINGER.

15, 16 & 17, Connaught Road Central.

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